

EAGLE ADDRESS: "ACHEE," HONGKONG.

A. C. CO., 4TH EDITION

ESTABLISHED 1859.

ACHEE & CO.

勝利廣

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QUEEN'S ROAD,
HONGKONG.Furniture
Dealers.DRAWING-ROOM,
DINING-ROOM,
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FURNITURE.ELECTRO-PLATED,
GLASS and
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FIRST FLOOR.TAKE THE LIFT TO
FIRST FLOOR.ALEXANDRA
BUILDINGS
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TRADE

MANUFACTURERS

TELEPHONE NO. 135.

THREE PLACED WHISKIES.

1ST KING EDWARD VII.

VERY OLD LIQUEUR

Gold Label \$22.00

2nd KING EDWARD VII.

LIQUEUR

White Label \$16.50

A Good 3rd

'CLUB' \$15.00

A tumbler that is perfect with 'TAN-
HAN' Liqueur

SOLE AGENTS:

H. PRICE & CO.,

12, Queen's Road Central

458

MEMOS. FOR MONDAY.

Amusements.

9 p.m. Performance at City Hall.

Miscellaneous.

Exchange Banks Close.

Insurance Offices Close.

General Memoranda.

WEDNESDAY, August 2:—

9 p.m.—Meeting of Zetland Lodge.

Transfer Books of the Hongkong, Can-

ton & Macao Steamboat Co., Ltd.,

Close from this day to the 16th August

inclusive.

Goods per 'Tourist' unclaimed after this

date at Noon will be subject to rent and handling charges.

THURSDAY, August 4:

Goods per 'Nubia' undelivered after this

date subject to rent.

Goods per 'Newmarket' undelivered after

this date subject to rent.

FRIDAY, August 5:—

9 p.m.—Meeting of Shareholders of the

United Asbestos Oriental Co., Ltd., at

Dowell Co.'s Offices.

SATURDAY, August 6:—

Registrar of Shares of Hongkong and

Shanghai Banking Corporation closed

from this date to the 29th August

inclusive.

MONDAY, August 8:—

8 a.m.—Auction of Crown Land at the

Public Works Department's Offices.

Transfer Books of Hongkong & Whampoa

Dock Co., Ltd., closed from this date to

the 22nd August inclusive.

TUESDAY, August 16:—

Noon—Meeting of Shareholders of The

Hongkong, Canton and Macao Steam-

boat Co., Ltd., at the Company's Office.

A. S. WATSON & CO.,
LIMITED,

ESTABLISHED 1841

THE
Hongkong
Dispensary,ALEXANDRA
BUILDINGS
HAVE THE
FINEST SELECTION

OF

PERFUMERY.

SOAPs.

TOILET

REQUISITES

&c., &c., &c.,

in the

EAST.

A. S. WATSON & CO., Limited.

THE CHINA MAIL.

LOCAL AND GENERAL

NOTES BY THE WAY.

The Taku Tug and Lighter Co., Ltd., have declared an interim dividend of 3 per cent for the first half of 1904.

DEATH.

On the 26th of July, at 2, Shantung Road, Shanghai, the wife of Dr. E. H. March, of a son.

At 54 Nakayama-dori, 7-chome, Kobe, at 9 p.m., on the 18th instant, Philip H. Powers, a native of Waterford, Conn., U.S.A., aged 61 years.

The publication of this issue commenced at 5.00 p.m.

The China Mail.

HONGKONG, SATURDAY, JULY 30, 1904.

EDITORIAL COMMENT.

After the recent Japanese THE WAR, it seems as if Russia, for all her early boastfulness, would be wiser to climb down at once, if she does not wish to see Port Arthur a prison, where the Japanese may intern prisoners of war, and Kurepkin's army surrounded or forced south into Chinese territory. He is already outnumbered, outgunned, outmarched. It is doubtful whether retreat is even open to him, save by the grace of his foe, who may build the proverbial bridge of gold for the enemy to flee in a specified direction. It will be a grave injury to civilisation if the war be permitted to continue much longer. It has ceased to be a war, and has become a drive as relentless as the batto that some of our continental friends call sport. The only excuse for wishing it to be prolonged is that the widespread belief that Russian aggression is an international peril of such magnitude that should be crushed back for a century at least. Such an opinion is not wholly unjustifiable.

The Government Departments will be closed on Monday. The Police Magistrate's Department is excluded from the operation of the Public Holiday Ordinance and will remain open if there is any business.

Mr E. R. Graham, of the Hongkong Electric Tramways, leaves Hongkong in a few days time for Singapore. He is to supervise the completion of the Tramway at that place, and if his labours here are to be taken as a criterion, then he is the right man for the position.

Hongkong Christian Union.

Monday, August 1st, being a Bank Holiday, there will be no meeting of the Hongkong Christian Union.

Bank Holiday.

Monday is a Bank Holiday the 'China Mail' will be published at mid-day instead of in the evening, as usual. Advertisers please note.

Band Programme.

The following is the programme of music to be performed by the Band of the 1st Sherwood Foresters on the Parade Ground, on Monday, the 1st August, from 5 to 6.30 p.m.:—

March ... Hands across the Sea', 'Souza Overture', 'Martha', 'Flatow Selection', 'Maritana', 'Wallace Goro', 'Rosa May', 'Bradley Selection', 'The Cingalas', 'Monckton Vale Lento', 'Natal', 'Delibes', 'Regimental Band', 'The Young May Moon', 'GOD SAVE THE KING'.

Writing in one of the

THE WORKMAN'S London morning pa-

WORNS.

pers a clergyman stat-

ed that he had counted

six expletive expressions in the

remarks of a British working man who

had missed a train. Some were phy-

siological, some teleological, some re-

ligious, and some referred to offences

under the Criminal Law Amendment

Act. The person wishes to know why

the working class should be foul-mouthed

and some even bluntness.

Board Schools!

The real reason is just the

reverse. A lad leaves the Board

Schools in his early teens with a better

appreciation of literary English than

his father ever had the opportunity of

acquiring, and wished to use his lan-

guage effectively. Such a lad could

not bring himself to utter mincemeat,

'It is decidedly inconvenient, and, in-

deed, extremely provoking, and his ar-

rested education has given him the

desire for a powerful vocabulary, but

has not yet supplied him with such a

thing. So in default of power he falls

back on violence and adorns his com-

plaint with references to his own and

his neighbours' eyes, ancestry, habits,

and eternal destiny—not from a wicked

heart, but from a desire to adorn his

conversation. The cure would be more

continuation schools, where boys and

girls might learn to use the English

language freely without monotonous

repetition of ill-meaning or unmeaning

adjectives.

TOO MANY GEES.

The goose is causing as much trouble

in the Falkland Isles as the rabbit did in

Australia. The farmers of those remote

islands are offering rewards for the destruc-

tion of the wild goose, who increase and

multiply to such an extent as to threaten

the subsistence of the sheep. The Governor

wisely suggests that they should

follow the Australian example, and start an

export trade in frozen geese, which, like

Australian rabbits, should find a ready sale

in the old country.

COLONIAL ASSESSMENTS.

Mr Arthur Chapman, the Assessor,

puts the rateable value of the City of

Victoria down at \$8,342,740 as compared

with last year's assessment \$7,427,100.

The Hill district at \$237,205, against

\$199,910; Aberdeen \$29,005, against

\$26,687. Hongkong villages \$194,651

against \$204,788. Kowloon Point,

\$370,680 as against \$304,760. Yau Ma Tei

\$233,160 against \$232,245. Hung Hom,

\$119,170 as against \$184,650. Kowloon

villages, \$259,055 as against \$186,925.

The whole Colony \$8,890,521 as against

\$8,749,043.

STEARNS' WINE assists the body to

make use of nature's nourishment.

Thus it purifies.

SUMMER COMPLAINT is the children's

most dangerous enemy and the

mother's most dreaded foe. Immediate

and proper treatment is always necessary.

THE ELECTRIC TRAMWAY.

Section Opened For Traffic.

The first portion of the Hongkong Electric Tramways has been opened to the general public. The first tram commenced to run at about 10 a.m. to-day, under the control of Mrs Jones, wife of Mr P. N. H. Jones, Acting Director of Public Works. Mr J. Gray Scott, general manager of the line, explained briefly to Mrs Jones the rudiments of the controlling system, and demonstrated the means by which the car was brought to a standstill. Then Mrs Jones took her place at the controller, grasped it and turned the current on. Away went the tram, the bell clanging loudly, under the energetic manipulation of Master Jones.

Among those on the car were Mrs H. A. Pratt, Mr L. A. M. Johnston, Mrs H. H. J. Gompertz, Mrs J. Gray Scott, the Hon. P. N. H. Jones, the Hon. R. Shawan, Messrs J. Gray Scott, H. Hackwood, A. Emerson, and F. R. Graham.

The tram in charge of Mrs Jones ran from Arsenal Street to Bowrington and back again, when the line was formally declared open.

Cars will run every ten minutes throughout the day, and will cover five sections, the first-class fare over each section being five cents.

The line opened to-day passes through some interesting scenery. Commencing at Shaukiwan village, the resort in olden days of the piratical crews who levied toll on passing junks, the line almost immediately commences to ascend and for a considerable distance continues to make an ascent. The new dock being built by Messrs Butterfield and Swire is passed on the right, and from just near the dock an excellent view across Aldrich Bay and Kowloon Bay is obtained. A fairly level track leads towards Quarry Bay, but one or two inclines have to be traversed before Taikuo is reached. From Lycaen Terrace to the Taikuo Sports Ground the line abruptly drops, the gradient being one in fifteen (originally it was one in ten).

From Quarry Bay a delightful run along the water front, past the Metropole Hotel, and the Kowloon Works, brings one to Causeway Bay. After passing the Causeway Bay Polo Ground the line leaves the Causeway Road and enters Wo Wo Street, thence to Great George Street, and on to the Praya. At Bowrington a branch line runs to the car shed, and another branch goes off to Happy Valley Race Course. The main line continues along the Praya until Arsenal Street is reached. This completes the sections opened to-day.

The remaining sections, from Arsenal Street to Kennedyown, will be opened in about a week.

The line turns up Arsenal St. into Queen's Road and a straight run is made to the City Hall. The line takes a turn to the right, then to the left, and enters Des Voeux Road. From the City Hall to the Harbour Master's office the line continues along Des Voeux Road. Another turn to the right is made, and again the Praya is utilised. Along the water front to Kennedyown the line goes, and here a loop is made, along Chater St. The tram returns back mainly along the same route.

The full length of the line—from Shaukiwan to Kennedyown is nine and a quarter miles, and this ride may be had for 45 cents—about 5 cents per mile first class.

In laying the rails down the contractors were compelled to provide a better foundation in some length than in others. For instance, although the 6 ft. 6 in. was common, was used in a ratio of 6 to 1, it was found necessary in places to make a concrete bed eight inches deep and seven feet three inches wide, extending under the entire track. In other sections the same width of concrete bed was required, but only six inches deep, while the least put down was a bed eighteen inches wide and six inches deep under each rail. With such a firm bedding as above described there should be little danger of the rails working loose. The rails weigh 71 lbs. per foot of length, and each rail is 100 ft. long.

As the system used is that known as the overhead system, poles for carrying the wires had to be erected. Where practicable, mainly in the central portions of the line, the poles were placed between the lines, that is between the up and the down line. In other places, notably along the Praya East, the poles are erected outside the rails and have only one arm. To obviate the continual slipping of the car-pole from the wire, as it is prone to do with the side wire only, an ingenious swivel runner is attached to the car-pole, which enables it to retain contact with the wire, even when rounding an abrupt curve.

To ensure any section of the overhead wire being cut off it is divided into half-mile lengths by means of section insulators, at each of which the main current is attached and thus electricity is obtained to run the car over that section. The overhead line carries 500 volts. Each section is provided with a telephone connected with the power house, and they have also fitted on a lightning arrester. It seems that every precaution has been taken to provide for any emergency.

Tramway Rules.

The following rules are published in the present issue of the Government Gazette. We publish them for public information:

1. The Driver of every Car shall ring his bell, or make use of the warning apparatus provided, under the following circumstances:—(a) When starting from all authorised stopping places. (b.) On approaching any corners of streets. (c.) In case of impending danger, or to warn any person in any way obstructing the line. (d.) Just before passing another car.

2.—(a.) The car shall be brought to a standstill at the places named in the attached schedule. (b.) In all cases where danger is impending.

3.—(a.) Every passenger shall enter or depart from a car by that side which, when looking in the direction of motion of the car is on the left hand. (b.) No passenger will be allowed to enter or depart from a car by any way other than that specified and provided for the purpose (as set forth in the preceding Bye-law), and any passenger entering or leaving the car in any way other than that specified will do so entirely at his own risk, and must accept all responsibility for the consequences.

4.—(a.) The speed of cars on the seven sections of the Tramway shall in no case exceed the speed laid down in section 36 of the Ordinances, namely, 10 miles an hour for Sections 1 to 6 inclusive, and 15 miles an hour for Sections 6 and 7. (b.) The speed of any car must not exceed the rate of 4 miles per hour. (c.) When passing through moveable facing points, (d.) When passing over a curve. (e.) When running on either of the down gradients approaching No. 5 Bridge at Shaukiwan.

BY WHARF AND WAVE.

The Portuguese gunboat *Diva* arrived from Macao this morning.

The O. S. S. *Mirymida* has been sold to the Setsu Kogio Kaisha for 140,000 yen.

H.M.S. *Leviathan* arrived from Yung Shing Bay yesterday afternoon and went into dock to-day.

It is reported that the M.B.K. have bought the *Glenartney* and re-named her the *Tukouan Maru*.

The trial trip of the Yangtze river steamer *Tuck* took place at Shanghai on the 23rd and was entirely satisfactory.

The steamer *Kensington*, which is at present in the harbour, is expected to sail next week for Callao, Peru, with 250 coolies on board.

The C. N. S. *Hanyang*, which arrived at Shanghai on July 24 from Newchwang and Chefoo, reports: About six miles out from Newchwang Bar we passed through a lot of splintered white-painted wreckage; also saw a boat's oar and what appeared to be an air bed. This wreckage extended for over four miles. A mine was also seen off Tower Hill.

The Kowloon Docks work is more active than it has been for some time past. Workmen are still busy on the *Shanghai*, but it is expected that she will be finished within about a month's time, and the U. S. S. *Pathfinder* will probably be discharged from the docks in about half that time. The *Medan*, *Dr H. J. Kizer*, and *E-sang* are undergoing a general overhaul.

A Nagasaki dispatch to *Yernucular* papers states that the American steamer *Ohio*, which recently had her shaft damaged near Tashimoo, has been taken to Nagasaki by the Boston Steamship and Towing Companies steamer *Hydes*. The *Hydes* is reported to have made a very heavy salvage claim against the vessel, and demanded a deposit of 100,000. The agent at Kobe of *Hydes* has gone to Nagasaki in connection with this business.

Prompt measures were taken for the prevention of a general outbreak, all the passengers and crew being vaccinated and the ship disinfected.

Owing to the mildness of the attack and the prompt action taken it is probable that the *Ballard* will be granted pratique this afternoon, and she is expected to leave about 6 p.m.

As though a case of smallpox was not enough trouble for one trip the *Ballard* must needs run into a typhoon in the Formosa Channel. This necessitated her leaving to, and she was forced to remain there until the weather abated somewhat.

Very little damage was done to the vessel by the typhoon, excepting, of course, the minor injuries generally connected with such occurrences.

The *Ballard* arrived late, reaching the harbour early this morning.

SMALLPOX ON THE 'BALLARAT.'

An Engineer the Sufferer.

Delayed by a Typhoon.

The P. and O. Mail steamer *Ballard*, which arrived this morning from Shanghai, reported that she had a case of smallpox on board and forthwith went into quarantine. When the Health Officer of the Port went on board he found one of the engineers suffering from the disease, and had him removed to the hospital ship *Hydes*. The patient has only contracted the disease in a mild form, and will probably soon recover.

When the vessel left Shanghai, where she had remained for some time, no trace of the disease was noticed, but on the voyage down the patient showed suspicious signs. Gradually the symptoms increased until there could be no doubt as to the nature of the complaint, and the sick man was ordered to bed, after being placed apart from the remainder of the crew.

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THE 'LEVIATHAN' INJURED.

Anchored on a Rocky Shelf.

The damaged cruiser *Leviathan* arrived in the Harbour last evening from Tung-ching-bay. She made fast to No. 4 buoy and remained tied up until shortly after ten o'clock this morning, when she left the buoy and proceeded to the Kowloon docks. No. 1 dock had been reserved for her reception by the Admiralty, and by 11.30 she was safely inside. The work of bringing her into the dock was carried out by the staff of the Kowloon Dock in a most business-like manner, and although it is no easy matter to dock a vessel of the *Leviathan*'s dimensions, everything went as smoothly as could be desired. The dock having been closed a start was at once made to dock the vessel up, and it was expected that this would be completed and the dock pumped dry by about five o'clock this afternoon.

When the *Leviathan* was in dock a representative of the *China Mail* went aboard to ascertain the reason for her unexpected return to Hongkong. Several officers were questioned and from what they could be induced to say of the affair it appears that during last week the cruiser was in the vicinity of Weihaiwei and on Saturday and Sunday was anchored in Yungching Bay, between forty and fifty miles distant from Weihaiwei. She had been at her anchorage for about 40 hours, when all on board were considerably surprised to find that she was bumping on the rocks. The chart showed that there was about nine fathoms of water in the portion of the bay in which the *Leviathan* was anchored, but on soundings being taken rocks were discovered at a depth of from four to five fathoms. Evidently the boat had been coming into contact with the rocks for some time, and as soon as that fact was ascertained she was at once taken into safer waters. The extent of the damage sustained could not, at the time, be determined, but it became evident that it was considerable, apart from the fact that water was being taken most freely. Her anchor button is said to be almost full of water and it is believed that the damage to her plates extends for about 200 feet along her starboard side, but, of course, it is to a considerable extent conjectural, and it will not be possible to say with certainty what the result of the bumping until the dock has been pumped dry.

The vessel came to Hongkong under her own steam at a rate of about 14 knots per hour, the difference to her steaming power, as a result of the accident, being a reduction of over a knot per hour. The dock has been engaged by the Admiralty for three days, and it was seen this morning that the *Leviathan* was at close quarters, that she would have probably soon required some attention, her sides being rather dirty.

In the afternoon she looked strangely out of place and somewhat like a wounded monster at bay; but at the same time she belied one to understand why England is mistress of the seas. She literally bristles with guns, and carries a crew, who give the impression that they would put up a good fight if the necessity should arise. The men although naturally sorry that their ship should be in trouble were glad to get ashore. They have, they say, been away from civilization for some time and are glad to see Hongkong again.

Although recently from close to the seat of war they were unable to supply any later information than is already known.

The rock on which the

Leviathan is anchored has been named by the crew 'Leviathan rock.'

IS THE NATION DECAYING?

In view of the sermon on gambling by the Rev. C. H. Hickling, of Union Church, which we recently published, the following article from the pen of the Rev. W. T. Dawson, author of 'The Makers of Modern English,' will prove interesting:

A good deal has been written lately which bears more or less on this question, and it will be conceded that the question itself is one of the most serious that can be proposed. Speaking broadly, it may be said that the general history of nations is marked by three stages—Struggle, Civilization, and Decadence.

It is extremely difficult to discover when any one of these stages is complete. Men who are in the thick of a battle never know how the battle is going. In one part of the field is triumph, in another retreat. But just as there does come a time when the issue is clear, when the long-pained tide begins its definite ebb or flow, so in the life of nations there comes a time when tendencies become decisive.

We have a good deal in past history to help us in forming a judgment. The world is old enough now to have witnessed the rise and fall of many empires. The student of history knows perfectly well that there was nothing accidental in either the rise or fall. Certain causes produced the rise of the Roman Empire, as we have brought about the extraordinary rise of the Japanese Empire of to-day; and certain quite distinct causes produced the fall of Rome, Rome, in many respects, is an object-lesson to the British Empire. It became powerful by the same means that we have become powerful. It was based on justice, order, and strength. It brought justice, or good law, to the nations it conquered, so that they were conquered for their own good. Hence nations accepted the yoke of Rome as being upon the whole a benefit. It insisted on order. The great watchword of Rome was order, 'Order, at any rate. Freedom as it may be possible.' And it was backed up by strength. The Roman

was the model of virile manhood. He was trained by every kind of manly exercise into physical vigour. He was a man of iron moving among effete peoples. Men

knew that when Rome threatened she would act. They recognised the power of might, and were the less reluctant to recognise it because upon the whole it was associated with the best ideals of right which the world then possessed. As long as Rome maintained her great reputation for justice, order, and strength she ruled the earth; only as these commanding qualities and ideals perished did she perish.

Now let us apply these facts. Why did Rome perish? What were the secret causes of decay? First was luxury. 'Wealth, the great debaucher,' wrote Juvenal; and wealth does unquestionably debauch nations. With growing luxury there came the spirit of disorder. Virtue ceased to be respected. A spirit of license affected the ruling classes. Duty was thought a word for slaves. The life of the nobles was characterised by the most prodigal extravagance. Luxuries were spent on single feasts. The earth was massacred for novelties to minister to depraved and capricious appetites. Naturally there soon followed a decline of physical strength. The nation was no longer a race of athletes. Instead of struggling in the arena in many sports, Rome paid gladiators to struggle, and watched with wearied eyes a strife for which the world then possessed. As long as Rome maintained her great reputation for justice, order, and strength she ruled the earth; only as these commanding qualities and ideals perished did she perish.

By Order of the Court of Directors, (Sd.) J. R. M. SMITH, Chief Manager.

Hongkong, July 30, 1904. 1398

To produce and bring up strong and vigorous children for the service of the State could be the ideal of the Roman mother. Her chief ideal was pleasure, and that tied the duties of maternity were sacrificed. The result was soon seen in a declining population. And let this be remembered, for it is a cardinal principle in the history of nations—declining population means always more decline.

It is well known that the nation which can put most soldiers in the field, send most recruits and the wife of course, produces most children who shall become adult citizens, make for the conqueror nation.

A falling birth-rate means a falling population. When Napoleon was asked what was the greatest service France, he replied, 'Mother.' He was called brutal for saying it, but it was the plain truth and the later history of France is in its justification. Motherhood is the deep fountain of national strength, and the repudiation of motherhood means the approaching decline of empire.

Ample proof has been given of late that this evil has taken a firm hold upon the nation. It is not an easy subject to write about, and I cannot say 'I myself know of the extent of the evil.' The most element of this, that is in general, is corrupting all classes. Anyone who has noticed what has been said of late in the press will see that the wisest and best thinkers of the nation are becoming thoroughly alarmed. For this is not an evil that can be uprooted by combat. It is secret and unconfessed.

And what a fearful irony is on our bold hopes of empire, that in the moment when annexation is adding country after country to the dominion of the British flag we should suddenly be confronted with a falling birth-rate.

What will all these new lands be worth to us if we cannot fill them with the children of our own race? Empire lies in the cradle. An empty cradle means an empty empire.

I have no space to say more on this subject this week. I must content myself with this suggestive parallel between the Roman and the British Empires. Let my readers think it out for themselves. We are such, in our own degree, the custodians of our empire; and it is the unit of society, in his own conduct and ideals, who determine the fate of empire. The *Weekly Mercury*.

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At the Special Meeting, the Creditors will be asked to consider whether they will enter into a proposal for a Scheme of Arrangement.

Dated this 23rd day of July, 1904.

BRUCE SHEPHERD, Official Receiver.

1393

To-day's Advertisements

TO LADIES.

Ask for and insist on getting

SILVER DISH

Hams, Bacon, Cheese

AND

Tinned Provisions.

To be obtained from all respectable dealers in Hongkong.

GEO. & JNO. NICKSON & CO., LTD., LIVERPOOL, ENGLAND.

Hongkong, January 9, 1904. 20-6

IN THE SUPREME COURT

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATE named:

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON & ANTWERP, VIA STEER PANG, C. & CO., PORT SAID AND MARSEILLE	Socofru C. J. BENTON, R.N.E.	About 5th August.	Freight only.
SHANGHAI	G. M. MONTFORD, R.N.E.	About 11th August.	Freight and Passage.
LONDON, &c.	F. R. SUMMERS	13th August.	Special Advertisement.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, July 30, 1904.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARD S.

FROM STEAMERS DUE

GLASGOW AND LIVERPOOL	MACHAON	8th August.
GLASGOW AND LIVERPOOL	GLAUCUS	12th August.
GLASGOW AND LIVERPOOL	IDIOMENUS	19th August.
GLASGOW AND LIVERPOOL	TYDEUS	26th August.
GLASGOW AND LIVERPOOL	ANTENOR	2nd September.
GLASGOW AND LIVERPOOL	TELEMACHUS	4th September.

HOMEWARD S.

FOR STEAMERS TO SAIL

LONDON, AMSTERDAM & ANTWERP	REEN	2nd August.
LONDON, AMSTERDAM & ANTWERP	MOYUNE	16th August.
* GENOA, MARSAILLES & LIVERPOOL	SARPEON	20th August.
LONDON, AMSTERDAM & ANTWERP	ELUUS	30th August.
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	15th Sept.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR STEAMERS TO SAIL

VICTORIA, SEATTLE, TACOMA, AND	MACHAON	11th August.
ALL PACIFIC COAST PORTS, VIA	NKI, KOBE & YOKOHAMA	

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, July 28, 1904.

CHINA NAVIGATION CO., LTD.

FOR STEAMER TO SAIL

MANILA	TEAN	3rd August.
SHANGHAI	WAMPOA	4th August.
SWATOW, CHEFOU AND TIENSIN	CHIHLI	5th August.
CEBU AND ILOILO	SUNGKANG	5th August.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.

A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, July 30, 1904.

HONKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamship between Hongkong and Manila.—Saloon, midships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship. Tons. Captain. To SAIL ON.

ARABIA 4483 BAILE August 13, 1904.

ARAGONIA 5198 SCHULD Sept. 14, 1904.

NUMANTIA 4370 — Oct. 10, 1904.

NICOMEDIA 4370 WAGNER Oct. 23, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, THE INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON, OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP. TONS. CAPTAIN. TO SAIL ON.

ARABIA 4483 BAILE August 13, 1904.

ARAGONIA 5198 SCHULD Sept. 14, 1904.

NUMANTIA 4370 — Oct. 10, 1904.

NICOMEDIA 4370 WAGNER Oct. 23, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, July 21, 1904.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMER LEAVING

FRITHJOF SUNDAY, 31st July, at 10 a.m.

TRIUMPH, WEDNESDAY, Aug. 3, at 10 a.m.

M. STRUVE, SUNDAY, 7th Aug., at 10 a.m.

TRITOS, WEDNESDAY, Aug. 10, at 10 a.m.

For Freight or Passage, apply to

T. ARIMA, Manager.

Hongkong, July 28, 1904.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for Transport Service, and the above named steamers are as soon as the state of affairs permit the Company will resume running with its specially designed new steamers.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Vouex Road Central.

T. ARIMA, Manager.

Hongkong, July 28, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers. Tons. Captains. To SAIL.

HYADES 3753 Geo. Wright August 11.

SHAWMUT 9606 W. M. Smith August 31.

TREMONT 9606 T. W. Garlick October 1.

Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT 9606 tons Capt. W. M. Smith. About 12th August.

S.S. TREMONT 9606 tons Capt. T. W. Garlick. About 10th September.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The Twin-screw s.s. Shawmut and Tremont have just been fitted with very superior

Accommodation for First and Second Class Passengers. The large size of these vessels ensures cleanliness of air. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

Dodwell & Co., Limited.

GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, July 22, 1904.

1724

Shipping.

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHEW.

THE Company's Steamship

THALASSA.

Captain Rossen, will be despatched for the above Ports on TUESDAY, the 2nd August, at 11 a.m.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, July 29, 1904. 1339

FOR MANILA.

THE American Steamship

LEGAZPI.

Captain D. YUAN, will be despatched as above on TUESDAY, the 2nd August.

This steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

BARRETT & CO., Agents.

Hongkong, July 27, 1904. 1373

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

HEDDLE.

Captain G. J. OLIVER, will be despatched on SATURDAY, the 10th September, 1904.

For Freight or further information, apply to

STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department.

Hongkong, July 27, 1904. 1375

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

EPSOM.

Captain J. WHITE, will be despatched for the above Port on about THURSDAY, the 25th August.

For Freight, apply to

SHEWAN, TOME & CO., General Agents.

Hongkong, July 26, 1904. 1377

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodore Steamer

PAUL BRAU.

Captain FRANCOIS, leaves Hongkong for Canton at 9 p.m. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 p.m., taking Passengers and Cargo as usual.

The Company's Wharf is at the end of QUEEN STREET, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent.

The Pharmacy, Queen's Road Central

Hongkong, March 22, 1904. 1214

NOTICE.

STEAMER FOR SINGAPORE.

SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSELLLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

Also PORTS OF BRAZIL & RIVER PLATE.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DAWSON AND QUEENSLAND PORTS, and taking through CARGO to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

EMPIRE.

Captain H. L. will be despatched for the above Ports on WEDNESDAY, the 17th August, at Noon.

CHURCH SERVICES.

SUNDAY, JULY 31.
St. John's Cathedral.
9th SUNDAY AFTER TRINITY.

Holy Communion (7.30 a.m.)—Responses, Ferial; Venit. Macerata; Psalmus, Woodward, Gresham and Woodward (3rd M.); Te Deum, Smart in O; Benedicetus, Te Deum in E; Antiphon, "Grant to us, Lord, we beseech Thee," Barby; Hymn 181 and 219.

Evensong (5.45 p.m.)—Responses, Ferial; Psalmus, Turtur, Turl, Rumbult and Psalms; Hymn, Magnificat, Goss in F; Nunc Dimitis, Magnificat, Goss in F; Hymn 182, 221 and 184; Vesper Hymn, Ward (No. 2); Voluntaries, Grand Chorister—Guim, Idyll—Marshall.

Union Church, Kennedy Road.

11 a.m.—Worship; Sanctus, No. 232; Hymn, No. 82; Psalm, No. 12; Antiphon, "The Radiant Morn," Woodward; Hymn, No. 541; Hymn, No. 265.

Holy Communion (12 noon) Hymn, No. 46; 4.15 p.m.—Bible Class for young people, 5.30 p.m.—Singing in the church.

6 p.m.—Worship; Hymn, No. 129; Hymn, No. 349; Hymn, No. 420; Hymn, No. 193.

St. Peter's Church, Queen's Road West.

Holy Communion (7.30 a.m.)

Masses (11 a.m.)—Venite, Aylward; Te Deum, Gregory; Psalm, Bede; Jackson; Hymn, No. 201, 72, 274, 283.

Evening (6.30 p.m.)—Magnificat, Hawes; Nunc Dimitis, Foster; Hymn, No. 264.

The Church launch Day-ping will sail on the ship carrying white crosses to bring friends ashore to the services between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m. (Kowloon Police Post, 10.30 and 6), returning afterwards. The answering postman is the "ell" flag. All the altars are free and unappropriated. Visitors welcome. Hymn Books, &c., provided.

Sunday School: 10—10.45 a.m.

Wesleyan Garrison and Naval Church, Wan Chai.

Sunday: 10.15 a.m.

Sunday afternoon: 3 p.m.

Sunday School and Bible Class.

Sunday evening: 6 p.m.

Thursday 7.30 p.m.—Bible Class.

Gospel Hall, 6 Arsenal Street.

Meetings are held as follows:

Sunday: Acts 2.42, 11 a.m. Gospel Ad.

Tuesday: Soldiers' & Sailors' Bible Class 6 p.m.

Thursday: General Bible Class, 6 p.m.

Saturday: P.M. or Meeting, 6 p.m.

Sundays, Naval Depot, Kowloon.

Evening: 6 p.m.

Holy Communion: 3rd Sunday, 8 a.m.

Peak Church

Holy Communion: 8 a.m.

Deutsche Kirche,

HALL OF UNION CHURCH, KENNEDY ROAD.

Deutscher Gottesdienst: 9.45 a.m.

VISITORS AT HOTELS

HONGKONG HOTEL

Mr W. M. Anderson & Mr and Mrs Joseph, Mr and Mrs Bahr, K. S.

Mr and Mrs H. H. M. W. A. Lamont, Mr and Mrs A. Katsch, Mr and Mrs C. F. Lammert.

Mr R. B. Bootie, Mr E. A. Leggett, Mr P. Bichay, Mr A. R. Lewis.

Mr and Mrs T. E. Mr A. do Long, Bingham and child, Mr D. McDonald.

Mr R. J. Birbeck, Mr R. J. Macgown, Mr and Mrs S. Bissell, Mr C. Gordon Jackson.

Miss Bissell, Dr O. Marriott.

Mr W. S. Bissell, Mr T. P. McLean.

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